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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

25X1

1. The Ministry of Shipping¹ (Ministerstwo Żeglugi), which occupies the same building as the Ministry of Finance on Święto Krzyska Street in Warsaw, is responsible for one of the most important branches of Polish national economy. It is under the supervision of one of the Polish deputy premiers, who is also responsible for all transport and communication affairs of the following ministries: Road and Air Transport; Railways;² and Communications (Post and Telegraph).
2. The responsibilities entrusted to the Ministry of Shipping include the following:
 - a. All matters relating to maritime and freight transport.³
 - b. Port operations.
 - c. Technical maritime installations, including refitting yards.
 - d. Inland shipping, including river transport, waterway maintenance, river vessel construction and refitting, and the entire fishing industry except the marketing of fish.
3. In early 1957, the scope of activity of the Ministry was broadened to also include the entire water economy of the country, comprising shipping, water power, water resources in agriculture, river regulations, waterway planning and construction, and dam and water reservoir (zbiorniki wody) construction. Concurrent with the assumption of the additional duties, the name of the Ministry was changed to the Ministry of Shipping and Water Economy.
4. The Minister and his deputies comprise the Central Office (Resort) of the Ministry. The following components of the Ministry are directly subordinate to the Minister: the Planning Department; the Personnel Department (Departament Kadr); the Political Education Directorate⁴; the Professional Training Directorate; and the Finance Department. The following are subordinate to the deputy ministers: the Technical Department; the Production Department; the Investment Department; the Labor and Wage Department; the Military Department; the Domestic Administration Department (Administracyjno Gospodarczy); and a number of central administrations.
5. The principal decision-making body of the Ministry is the Collegium, which is composed of the Minister, his deputies, and two or three departmental heads. The Minister is

25X1

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S E C R E T

25X1

-2-

assisted by the Scientific Council, which consists of experts not on the ministerial staff. The Council, serving as an advisory body in scientific, technical, and economic matters, was organized in early 1957 and operates according to fixed rules of procedure.

6. The Planning Department formulates annual and long-term plans for each of the central administrations as well as analyzes and corrects plans prepared by the administrations. The amended plans are presented to the Collegium for approval. The work of the administration enterprises and their premium systems are based on the TPF plan (technical, industrial, economical), which is drafted by the Planning Department and confirmed by the Collegium. The department is also concerned with statistics and economic analysis of the work of the Ministry, the plans of which it submits to the Planning Commission of the Council of Ministers for confirmation.
7. The Production Department controls ship refitting operations and supervises the activities of the refitting yards, port repair installations, and fish canneries. Moreover, it makes decisions for the refitting of ships abroad, supervises the use of equipment and installations, and advises the Investment Department and the Collegium on investment plans.
8. The Technical Department supervises the activities of the scientific research institutes of the Ministry and is the competent authority in the field of technical improvement. It is also responsible for all matters relating to the safety of shipping through its control of the following bodies:
 - a. The Polish Register of Shipping (Polski Rejestr Statkow-PRS).
 - b. The Polish Salvage Board (Polskie Ratownictwo Okretowe-PRO).
 - c. The Maritime Offices (Gdanski Urzad Morski-GUM) in Gdansk (Danzig) and Szczecin (Stettin) (Szczecinski Urzad Morski-SUM).
9. The Investment Department analyzes the investment plans of the Ministry's central administrations and consolidates them into a general plan, which is then submitted to the Planning Commission of the Council of Ministers. The distribution of investment grants to the administrations is also worked out by the department according to requirements. In addition, the department analyzes the investment projects of construction offices and controls the Central Commission of Investment Project Evaluation (Centralna Komisja Ocen Projektow Inwestycyjnych-CKOPI), which confirms the investment projects.
10. The Military Department is subject to the Minister but connected to the Military Branch of the Economic Planning Commission (Zespól Wojskowy w Komisji Planowania Gospodarczego). It is the counterpart of the Production Department as far as military production within the framework of the central administrations is concerned.
11. The Personnel Department is concerned with the affairs of senior officials.
12. The Wage and Labor Department is responsible for pay scales, tariffs, collective agreements, and premium systems. The Central Norms Commission of the Ministry, represented by the central administrations and their enterprises, is subordinate to the department.
13. The Domestic Administration Department supervises house construction, controls the activities of the workers' supply divisions (Oddzialy Zaopatrzenia Robotniczego-OZR), allocates apartments to the employees of the Ministry, and assumes administrative responsibility of the premises of the Central Office. The workers' supply divisions enable workers to supplement their supply of food by working and cultivating various plots of land.

S E C R E T

25X1

S E C R E T

25X1

-3-

14. The Professional Training Directorate supervises schools for sailors and fishermen, authorizing the training programs and courses and placing graduates in jobs in cooperation with the Personnel Department of the Ministry.
15. The Office of the Minister (Gabinet Ministra), headed by a director (dyrektor gabinetu), is responsible for administrative and legal problems, correspondence, representation, and other chancery matters. It is made up of the following sections:
 - a. The legal section (wydzial prawny).
 - b. The organization section, which is responsible for the organization and registration of ministerial enterprises (przedsiębiorstwo).
 - c. The general section, which manages the chancery (kancelaria ogólna) and the secret office, the office of the typists, and the archives. Long-term production plans, construction and development projects, and establishment descriptions (Charakterystyka-Pasportyzacja Zakładów) are all classified as "secret". All yearly plans, on the other hand, are classified as "confidential". Documents and correspondence concerning military production (Produkcja Specjalna "Posiłkowa") are dealt with by a separate secret office, subordinate to the Military Department.
 - d. The protocol section of the chief (wydział prezydencki), which is responsible for all matters pertaining to the representation of the Ministry.
16. Prior to the general decentralization of the economy, functional units such as production plants, shipping and fishing enterprises, and various functional offices were organized into central administrations. These bodies were deprived of their independent status in the wake of the decentralization, however, and became directly subordinate to the respective departments of the Ministry. Thus, the Central Administration of the Polish Merchant Marine (Centralny Zarząd Polskiej Marynarki Handlowej-CZPMH) has been, or is in the process of being, incorporated into the Department of Shipping (Departament Żegluga - Eksploatacji). The name of the above central administration was changed at the time the "Polfracht" Agency was transferred from the Ministry of Foreign Trade to the Ministry of Shipping in 1956 to Centralny Zarząd Przewozów Morskich Handlowych. The Department of Shipping comprises the following shipping lines:
 - a. Polskie Linie Oceaniczne-PLO, which has its head office in Gdynia.
 - b. Polska Żegluga Morska-PZM, in Szczecin.
 - c. Polskie Ratownictwo Okrętowe-PRO (salvage) in Gdynia. The duties of the PRO include the recovery of wreckage for refitting or scrapping. It is a highly qualified enterprise and is frequently commissioned for work abroad.
 - d. The Polish-Chinese Shipping Line and Marine brokers "Chopolbrot", which has its head office at the PLO building in Gdynia.

25X1
25X1

The PLO and PZM shipping lines are quite similar and the major difference between the two lies in the size of the vessels: the PLO deals with large ships, while the PZM is concerned with vessels of up to 3,000 deadweight tons.

17. In 1957, the Central Administration of Ports, which was located in Gdansk until 1935 when it was moved to Warsaw, was abolished and replaced by the Department of Ports. The port administrations of Gdansk, Gdynia, and Szczecin are subordinated to this department, as are the Dredging Company (Przedsiębiorstwo Robot Czerpólnych i Podwodnych-PRCP) and the Office of Marine Building Projects (Biuro Projektów i Studiów Budownictwa Morskiego-BPBM), located in Gdansk. The PRCP is engaged in clearing ports and waterways.

S E C R E T

25X1

S E C R E T

25X1

-4-

18. The Central Administration of Fisheries (Centralny Zarzad Rybolostwa), which was replaced by the Inspectorate of Fishery (Inspektorat Rybny) in 1957, supervises small fishing cooperatives along the entire coast, makes contracts with individual fisheries, and controls the following:
 - a. The "Dalmor" fishing corporation.
 - b. The Deep Sea fishing corporation, which has offices in Gdynia and is engaged in trawling operations. The supply ships, MORSKA WOLA and FRYDERYK CHOPIN, are used as a base for the trawling.
 - c. The "Odra" fishing corporation, which is located in Swinoujscie (Swinemünde) and possesses a fleet of luggers and trawlers (flotylla lugrotrawlerowa), large refrigeration facilities, and an ice factory.
 - d. The "Likicki Szkuner" fishing corporation, which is located in Wladyslawowo.
 - e. The "Arka", which is located in Gdynia.
 - f. The corporations which are located in Ustka (Stolpmünde, N 54-35, E 16-51), Darlowo (Rügenwalde, N 54-25, E 16-25), and Kolobrzeg (Kolberg, N 54-11, E 15-35).
19. The Central Administration of Marine Refitting Yards, located at No. 24 Piastowskie Waly Street in Gdansk with the BKTm and BPBM offices, carries out both local and foreign orders and supervises the following:
 - a. The refitting yards in Gdansk, Gdynia, and Szczecin.
 - b. The Marine Radio and Radio Navigation Equipment Plant (Zaklad Produkcji Morskich Urzadzen Radiowych i Radionawigacyjnych-MORS) in Gdynia.
 - c. The Puckie Zaklady Przemyslowe marine engine works in Puck (N 54-42, E 18-25).
 - d. The River Vessels Construction Office (Biuro Konstrukcyjne Taboru Rzecznego-BKTR), which prepares the technical documentation for refitting and modernizing of the fleet and for the construction of small vessels.
20. The Central Administration for Inland Shipping and Shipyards in Warsaw is the supreme administrative body in this field and controls the following:
 - a. Vistula Shipping (Zegluga Na Wisle) in Warsaw.
 - b. Oder Shipping in Wroclaw (Breslau).
 - c. All shipyards for river vessels, the largest of which are the Vistula yards in Plock (N 52-33, E 19-42), Gdansk (Plenowo), and Glogow⁶ and the Oder yards in Wroclaw, Kozle, and Szczecin.
 - d. The Construction Office for River Vessels (Biuro Konstrukcyjne Taboru Rzecznego) in Wroclaw.
21. The Central Administration of Waterways controls several enterprises of the Management of the Waterways (Dyrekcja Drog Wadnych), which is responsible for the maintenance of inland waterways and the supply of gravel (?). The Office of Hydrotechnical Construction Projects (Biuro Projektowo-Konstrukcyjne Robot Hydrotechnicznych - "Hydro-Projekt") in Warsaw is also subordinate to the Central Administration of Waterways.
22. The former Central Administration for the Supply of Technical Materials in Warsaw, called the Department of Supplies (Departament Zaopatrzenia) since 1956, analyzes and authorizes the supply plans of the central administrations and controls the distribution of material to specific enterprises.

S E C R E T

25X1

S E C R E T

25X1

-5-

The Gdansk Marine Office (Gdanski Urzad Morski-GUM) and the Szczecin Marine Office (Szczecinski Urzad Morski-SUM) are directly subject to the Central Office of the Ministry of Shipping. The marine offices supervise the implementation of safety precautions at sea as stipulated by international conventions (checking of shipping licenses, administration of shore installations, supervision of lighthouses and radio-navigation apparatus, maintenance of navigation signs, landmarks, and charts). The offices are also responsible for the afforestation of dunes and the control of master harbor offices (kapitanaty portow).

Problems of Polish Refitting Yards

4. Many organizational and technical difficulties are encountered at the refitting yards including insufficient capital investment, materials, and equipment, and an inadequate system of wages. The yards work according to an annual plan and strictly coordinated scheme (harmonogram) relating to the repair of each particular vessel. Since the fishing season of the Baltic is in the summer, the greatest part of the Polish fleet, except ocean-going freighters, is in action during the winter, at which time all periodic refitting work is performed. Fishing boats, coasters, technical vessels (Flota Techniczna Pogle-Biarska), and salvage units are all repaired during the winter. In consequence, the yards are overburdened in the winter, whereas employees are short of work in the spring and summer. In 1956, attempts were made by yard managers to alleviate the situation by building new, stronger vessels and by procuring repair orders from abroad. Construction then began on tug boats, cutters, and motorless units. The orders from abroad have steadily increased. In 1956, the income repairs of foreign vessels was \$800,000 (in hard currency).
5. The centralized system of planning is extremely unsuitable for refitting yards, where output cannot easily be measured in quantitative units (pieces, tons, etc.). The central plan for Polish refitting yards, therefore, stipulates the repair work worth so many zlotys per number of working hours. The paradoxical situation arises, henceforth, that management and workers are interested in the greatest possible number of working hours but not in an increased number of repaired ships, since the work is paid by piece rates. The workers must register every minor assignment on a job card (karta robocza), which is issued by the calculation section on instructions from the foreman (?) (armator). This system results in increased paper work. The Gdansk refitting yard issues 25,000 repair job cards a month which, in addition to instruction books (przewodniki) and technicological documents, hamper the practical shop work.
6. Since late 1956, many changes have been introduced at the refitting yards, some of which are the following:
 - a. Daily premium wages are now paid by many departments instead of the piecework-rate wages.
 - b. Certain tasks are assigned to working teams (brygady robotnicze) for fixed remunerations, such as the repair of boilers or the maintenance of a hull.
 - c. A premium system for jobs completed within the fixed time limit is now employed.
7. The relatively low wages of workers, technicians, and engineers is the result of their apathy towards the job, low output, and the numerous defects in the work. In 1956, the average monthly pay of workers at the refitting yards was approximately 1,300 zlotys, of engineers and technicians approximately 1,800 zlotys, and of senior designers at the central construction office approximately 2,000 zlotys. A small group of workers receives higher and sometimes considerably higher wages, but the income of the vast majority is hardly sufficient for the bare necessities of living.

S E C R E T

25X1

SECRET

25X1

-6-

28. Technical and financial difficulties at the refitting yards have been a problem for the past four years. The sums invested in the work total approximately 120 million zlotys, slightly more than half of the sum envisaged in the investment plan. Although the dockyards meet the requirements of the Polish fleet, the absence of certain essential installations precludes efficient work, particularly during the busy winter season. The following deficiencies are particularly noticeable:
- a. An insufficient part of the coast line embodying the refitting yards of Gdansk and Gdynia is equipped with structural facilities (uzbrojone nabrzeze).
 - b. There is an insufficient number of shore cranes (dzwigi). The refitting yards of Gdansk and Szczecin contain two Hungarian-manufactured cranes, but they are of unsatisfactory quality. The refitting yard at Gdynia must borrow a crane from another port, possibly Gdansk, and a track (tory poddzwigowe) has been laid to the yard area for this purpose. During the busy winter season, the vessels are berthed at the yard in several rows, and often at the docks for exploitation of the cranes there. The position of the vessel is changed many times to exploit available cranes.
29. The equipment at the main workshops (podstawowa hala fabryczna) in Szczecin is particularly deficient, and a shortage of machinery exists at the shops for pipe fitting, hull repairs, and at the forge (the "G-3" and "G-4"). The main repair shop (hala remontowa) for heavy machines and motors at the Gdansk refitting yard is presently under construction. Upon completion, its equipment will include a hoisting tackle (suwnica) of 30 tons.
30. The output of compressor plants at all refitting yards is insufficient and additional compressors are now being installed. Meanwhile, the Gdansk refitting yard has 60 cubic meters of air per hour, the Szczecin yard approximately 40 cubic meters per hour, and the Gdynia yard 25 cubic meters per hour. The output of steam heating plants is also inadequate at the workshops and among the ships under repair. Nine tons of steam per hour were at the disposal of the Gdansk refitting yard, although a total of fourteen tons per hour is required for full-scale work. The construction of central boiler plants at the Gdansk and Gdynia yards is nearing completion and the plants are expected to begin operation during the winter of 1957/1958.
31. The Szczecin refitting yard has no central acetylene plant of its own; the provisional plant was destroyed by an explosion in 1956.
32. The Gdynia yard has no proper docking facilities. There is one dock of 900 tons and a floating dock of 1,700 tons, without hoisting machinery however. The floating dock must be moved to the adjacent Paris Commune Shipyard when it is necessary to raise or lower a vessel. This is a serious obstacle to work efficiency.
33. Another serious handicap at the yards is the absence of yard foundries. When a non-standard metal casting is required, an outside foundry must be commissioned for the job. In 1956, the authorities intended to purchase a foundry for the Gdansk refitting yard and even considered erecting a central foundry to meet the requirements of the Shipping Division (Resort Zeglugi), with special consideration for casting of marine engine components.
34. There is also a shortage of materials at the refitting yards. The output of the metallurgical industry in Poland lags behind the requirements of the machine industry because of the material shortage, especially in rolled metal products, sheet metal, and section iron (profil). In 1955 and 1956, the ship refitting yards received over 2,000 tons of sheet metal from the USSR. Because of the shortage of metallurgical products and the delayed waterways development plan, the Ministry of Shipping restricted the building of new river vessels. In 1956, the river shipyards

SECRET

25X1

S E C R E T

25X1

-7-

received only 2,000 tons of steel, although 4,500 tons are needed for full exploitation of the production capacity. The yards, therefore, are only employed in part and greater efforts are being made to procure orders from abroad.

Priority in supplies is now given to the production of export goods.

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5. A great shortage exists in copper and tin products, particularly in cables and wires. In 1956, only 80 kilometers of cable were supplied to the yards, rather than the 140 kilometers ordered by the ship fitting industry. Moreover, the articles supplied were not of the required quality (the allocation also included copper pipes and brass in sheets and rods). The supply of electrical equipment, such as switchboards and radiotechnical appliances, has also often been unsatisfactory. The M-11 supply concern in Gdansk, the A-5 factory in Warsaw, and other factories in Warsaw and Krakow supply the yards with such electrical equipment and work for the Marine Radio Service (Morska Obsluga Radiowa Statkow-MORS). MORS, which is subordinate to the same central administration as the shipyards, is a secondary contractor (pod-dostawca) of radio and radio-navigation equipment for the yards.
6. One of the main problems of ship refitting yards in Poland is the supply of spare parts. The Polish fleet has engines for various types of ships which were purchased abroad, readymade or to order, and needs the components for engine repairs. An industry has therefore been established for the procurement of an assortment of components (cylinder heads, pistons, piston rings, pulleys, bearings, etc.) for the many types of marine engines. In 1954 and 1955, the plant attached to the Gdansk Polytechnic Institute and the Ship Construction Office (Biuro Konstrukcji Taboru Morskiego) in Gdansk formulated the documentation of various machine parts, the production of which was assumed by the mechanical works in Puck and various ship refitting yards. The production of spare parts for the fishing fleet has adequately met the requirements of the country. The following types of engine components have been produced: Callesen, Volund, Scandia, Dangren, Juhne-Munktel, and Buchan-Wolf.
7. The production fell short on spare parts for merchant ships because of the lack of necessary castings (odlewy, odlewka). Local industry supplied only 40 tons, whereas 240 tons of castings are required for a three-year period. Local industry proved entirely unable to produce special-purpose castings (zeliwo specjalne perlityczne) for pulleys and complicated cylinder head castings (odlewy glowicowe). The old foundries of Radogoszcz and Malapanew are ostensibly engaged in work for the armed forces. In 1956, the Ministry of Shipping considered importing a large consignment of castings from Czechoslovakia, and a central foundry of the Shipping Division was planned to be established which will have an annual capacity of 2,000 tons, including spare parts.
8. The Polish refitting yards are in the process of constant development. Until 1960, 120 to 150 million zlotys will be invested to overcome the present deficiencies and the production of the Lenin Foundry in Nowa Ruda will render the steel shortage less acute.

Construction Offices

9. Construction offices which supply the technical documentation for building and enlarging enterprises and installations are under the management of the Ministry of Shipping. The offices also supply blueprints for the refitting and modernizing of ships and for the production of spare parts. The construction of new vessels, however, is within the competence of the Ministry of Machine Industry, which has subordinate offices, such as the Central Ship Construction Office in Gdansk (Centralne Biuro Konstrukcji Okretowych w Gdansku-CBKO), supplying the documentation for the construction.

S E C R E T

25X1

S E C R E T

25X1

-8-

10. The Maritime Construction Office (Biuro Projektow i Studiow Budownictwa Morskiego), located at No. 24 Piastowskie Waly Street in Gdansk, formulates detailed production and model designs, plans for ports and port installations, hydrotechnical installations, dockyards, refitting yards and bases, fishing harbors, and refrigeration facilities. It employs 300 workers.
11. The Office of Hydrotechnical Shore Construction (Biuro Projektow Hydrotechnicznych Na Srodlodziu-"Hydroprojekt") was considerably enlarged in 1951 in connection with the planning of hydrotechnical installations envisaged in a system of canals project as part of the strategic East-West Waterway. The execution of the project was delayed for several years following the drafting of preliminary plans. The staff of the office is presently comparatively small, although the number is expected to increase as a result of the concentration of all affairs relating to water economy in the new Ministry of Shipping and Water Economy.
12. The Ship Construction Office (Biuro Konstrukcyjne Taboru Morskiego-BKTM), located at No. 24 Piastowskie Waly Street in Gdansk, formulates plans for the development of shipyards,, refitting bases, and ships. It also is concerned with blueprints for the construction, at the refitting yards,, of small vessels, such as tug boats, fishing cutters, and pilot boats. Established in 1955, the office forms a part of the Central Administration of Marine Refitting Yards and contains a technological department. It presently employs 170 workers.
13. The River Boat Construction Office (Biuro Konstrukcyjne Taboru Riecznego-BKTR) in Wroclaw has similar functions to those of the BKTM but in regard to inland shipping. The office forms a part of the Central Administration for Inland Shipping and Shipyards (Centralny Zarzad Zeglugi Srodladowej i Stoczni) and employs 150 workers. The construction of new ships constitutes the largest part of its activities. In 1953, a division for the processing of Soviet technical documentation for the construction of naval vessels was established by the office at the Pleniowo shipyards near Gdansk. However, only a skeleton establishment of the division has been maintained since the completion of the documentation.

25X1

Comments:

1. The Ministry underwent a reorganization in early 1957. Although certain components were changed, there was no effect on the basic structure of the Ministry.
3. Until recently, such responsibilities were under the Ministry of Foreign Trade.
4. This directorate has now been abolished.

Comments:

25X1

2. Now the Ministry of Transport. The Ministry of Railways and the Ministry of Road and Air Transport were merged to form this ministry.
5. Probably Glogow (Glogau) (N 51-40, E 16-06) on the Oder River.

25X1

S E C R E T

25X1

4¹. The following persons are employed at the Ministry of Shipping
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and Water Economy:

a. Banach (fnu), director of the personnel department since

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25X1

~~SECRET~~

25X1

Page 21

- b. Bialas (fnu), deputy director of the investment department,

25X1

- c. Brulinski (fnu), director of the finance department

- d. Bukowski (fnu), deputy minister (in charge of ports and shipping) from 1955 until March 1957

25X1

~~SECRET~~

Page 22

25X1

e. Dr. Stanislaw Dorski, Minister since late 1956

f. Adam Frydman, director of the organizational department until
February 1957

25X1

SECRET

Page 23

25X1

g. Grochulski (fnu), deputy minister since early 1957

h. Gronowicz (fnu), director of the operational department
(Eksploatacja)

25X1

i. Heller (fnu), director general of the Ministry from 1955
until early 1957.

25X1

SECRET

25X1

Page 24

- j. Janczewski (fmu), technical secretary of the Scientific Council and director of the technical department of the Ministry since early 1957.

25X1

- k. Wilhelm Krauze, director of the production department (machines and equipment)

25X1

SECRET

SECRET

Page 25

25X1

1. Kulikowski (fnu), deputy minister in charge of fishery and former professor at the School of Economics in Sopoty,

25X1

- m. Marymont (fnu), an engineer in the investment department since 1956

25X1

SECRET

Page 26

25X1

- n. Ocioszynski (fmu), deputy minister and former professor at the School of Economics in Sopoty

25X1

- o. Mieczyslaw Popiel, former Minister of Shipping from 1949 until his discharge in 1956 and now Polish representative for repatriation in Moscow

25X1

SECRET

25X1

Page 27

- p. Rudowski (fnu), director of the Office of the Minister
(Dyrektor Gabinetu Ministra. [redacted])

25X1

- q. Piotr Stolarek, former deputy minister and now, since February
1957, the government's representative for employment affairs

SECRET

Page 28

25X1

in Nowa Huta

r. Szumski (fnu), deputy director of the personnel department
and former director

25X1

25X1

~~SECRET~~

Page 29

25X1

- s. Szymanski (fmu), director of the technical department
since 1957

25X1

- t. Walczuk (fmu), head of the legal section (Wydział Prawny)
of the Office of the Minister.

25X1

- u. Walkowiak (fmu), director of the planning department.

~~SECRET~~

25X1

Page 30

- v. Major Wladerny (fnu), director of the military department and
a student at the Polytechnic Institute,

25X1

- w. Zebrowicz (fnu), director of the labor and wage department since
April 1957

25X1